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LOCOMOTIVE UTILIZATION, FREIGHT HANDLING IMPROVE

NOVEMBER LOCOMOTIVE PERFORMANCE GOOD -- Gudok, No 147, 9 Dec 49

During November, 1,659 locomotive engineers on the USSR railroad network achieved average daily runs of 500 kilometers or more, and 3,155 engineers ran their locomotives 400-500 kilometers per day.

During November 4,045 locomotives, incorporated into 591 groups, operated on the condensed schedule. The number increased by 99 locomotives over October. As of 1 December there were 103 depots which had switched completely to operating according to the condensed schedule, as against 99 as of 1 November. As formerly, the Western Railroad Okrug is leading in regard to locomotive operation. Norms for average daily distance traveled have been completed by the okrug as a whole 107 percent. The okrug has 16 depots operating exclusively according to the condensed schedule.

Locomotive operations did not improve on the railroad system of the Volga, Ural-Siberian, and Central Asia okrugs, with average daily distance traveled being short of the norms by 14-22 percent. The drive for 500-kilometer daily runs is poorly managed on the Ufa, Orenburg, South Ural, and Tashkent railroad systems.

URGES ACCELERATION OF FREIGHT CAR TURNOVER -- Gudok, No 148, 11 Dec 49

Speaking at a recent meeting of the Collegium of the Ministry of Transportation, B. P. Beshchev, Minister of Transportation, declared that in order to handle the growing freight turnover it will be necessary to accelerate freight-car turnaround time by one day in 1950 in comparison with 1949. The steady growth of production in the country demands an increase in the amount of work done by railroad transport. This winter it will be necessary to handle more freight than has ever been handled before, and the key to success is efficient utilization of rolling stock.

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There are, however, still some administrators who disregard freight-car turnaround time during the winter. Such ideas are faulty and harmful. Only 21 railroad systems have reached the prewar level in regard to freight-car turnaround time, and on the rest freight car turnaround is even worse than in 1940. There are no longer any excuses for this because the capacity of the systems has basically been restored, and in many places it exceeds the prewar level. Average speed including stops is at present 1.9 kilometers per hour lower than prewar, thus slowing up freight-car turnaround time by 5.3 hours. The main task is to eliminate the continual failures to meet traffic schedule because of failure to accept trains, and because of priorities given to trains of empty cars and local trains. In many places -- for example, on the Kyubyshev, Orenburg, and South Donets systems -- the assignment for average speed excluding stops is also not being completed.

In order to accelerate train handling and to eliminate delays en route, Beshchev continued, the heads and political sections of the railroad systems must promote the movement for 500-kilometer daily locomotive runs. As yet only one half of the locomotives are operating on the condensed schedule and only 103 depots have been fully changed over to it. Forty of these depots are not meeting the condensed schedule and are not even meeting the norms for utilization of rolling stock established by the regular schedule.

Beshchev went on to say that the handling of above-norm-weight trains, an important means of improving rolling stock utilization, was not being done to capacity. The results from operations with above-norm-weight trains are illustrated by the fact that during 9 months of 1949, 483,000 such trains were handled, and 125 million extra tons of freight were carried, the equivalent of more than 90,000 trains. However, along with this, underweight trains and trains not up to full consist are dispatched frequently.

The minister proceeded to point out that it is no less important to eliminate delays of freight cars in industrial stations. These delays on the network as a whole were reduced somewhat during 9 months, but to an insignificant degree. The organization of freight-car processing in loading and unloading points and quality of repair without uncoupling, as well as the making up of trains, also can be improved.

Beshchev noted that the Technical Department and the Department for Stations of the Main Traffic Administration of the ministry are not taking an active part in the drive for accelerated car turnaround. Also, the plan for mechanized handling of freight is still not being fulfilled. Every day tens of thousands of car-hours are lost through holdups caused by commercial failure. Also, fines paid for late delivery of freight are still high.

Beshchev further indicated the necessity for raising the level of long-distance routing. The Main Freight Administration has not shown the necessary initiative in this respect and seems satisfied with the fact that on many systems loading bulk freight the level of long-distance routing is low.

SVERDLOVSK SYSTEM GETS ALL-SYSTEM OPERATING PLAN -- Gudok, No 147, 9 Dec 49

In 1949 the volume of freight handling increased on the Sverdlovsk Railroad System by 52 percent in comparison with prewar. Average daily carloadings increased by 18 percent of 1948, and during 11 months car turnaround time was accelerated by 10.7 percent in comparison with the year norm. However, many internal resources are still not being used to improve the quality of operations. To utilize these resources an all-system plan for accelerating car turnaround time has been put into operation. Organizational and operational measures were worked out preliminarily for the divisions and stations in order to reduce layovers, accelerate the making-up of trains, improve locomotive utilization, etc.

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In August a single technological process was worked out for all stations and sections of the Nadezhdinsk Division. This process included coordination of the work of stations and sidings, variations of utilization for freight cars, variable schedules for locomotive turnaround, improved methods of loading and routing, etc. A similar process was worked out for the Sverdlovsk Division. The results of these innovations pointed to the conclusion that it is necessary to coordinate traffic schedules with the efficient technological processes of the sections and divisions. This is at present one of the largest organizational undertakings of the Sverdlovsk System, and implementation of it has begun on the Sverdlovsk, Nizhniy Tagil, Yegorshino, and Kamyshlov divisions. In the next few months a single technological process will be set up for the whole system.

A peculiarity of the Sverdlovsk System is that 83 percent of its freight movement terminates outside the system. The large transit and local freight flows are interdependent. Therefore, a single technological process will provide for efficient handling of transit and local trains.

In the plan a special section will be devoted to organizational and operational measures for the encouragement of 500-kilometer daily locomotive runs on the system. Much has been done recently to improve locomotive operations. On the Sverdlovsk Division the locomotive park serving freight traffic has been united at the Sverdlovsk Marshalling depot. The all-system is also directed toward further improvement of round-trip routing. Servicing facilities on the division are being expanded.

At present 60 percent of the locomotives on the system are operating on condensed schedules. A strict observance of these schedules will permit an acceleration of the turnaround time of all locomotives by 4-6 hours, an increase in average daily distance traveled of 55-94 kilometers, and will release 44 locomotives from the operating park. Also, a reduction of the difference between average speed including stops and average speed excluding stops will be made possible; a reduction of this difference by 0.1 hours will accelerate freight-car turnaround time by 3 hours.

The Sverdlovsk and Nadezhinsk Marshalling Stations and the Smychka Station are the basic originating points on the system. They handle more than one-third of the total volume of work done by the system, and as a result they have a prominent part in the all-system plan. Improved methods of station operation will be introduced. Since 80 percent of all loading operations on the system are done on sidings, the all-system plan will treat freight stations and sidings as one unit.

BREST-LITOVSK SYSTEM CUTS WATERING STOPS, SPEEDS SERVICE -- Gudok, No 140, 23 Nov 49

Since the first of the year locomotive engineers of the Brest-Litovsk Railroad System have made 8,000 runs without taking on additional water at intermediate stations. Of these runs, 3,251 were made with above-norm-weight trains. High-speed delivery of above-norm-weight trains has cut freight-handling costs on the system by 7.1 percent during the past 10 months.

OBLUCH'YE DEPOT IMPROVES OPERATIONS -- Gudok, No 143, 27 Nov 49

All locomotives of the Obluch'ye depot of the Far Eastern Railroad System have been transferred to the condensed schedule for locomotive operations, and six engines have been released from the locomotive park of the depot. In line with the program to increase average daily runs of locomotives, measures have been taken to eliminate shortcomings in the operation of the depot, and time spent in servicing locomotives in the depot and on the road has been cut. Train-handling operations in the depot have also been accelerated.

Although winter began in the Kirilgan region as usual at the end of October, the depot continued to fire its locomotives with poor-grade Raychikhinsk coal, and did not transfer to a fuel mixture containing 30-percent liquid fuel until mid-November.

LOCOMOTIVE REPAIR PLANT REPORTS SUCCESSES -- Gudok, No 146, 7 Dec 49

With almost one-third fewer workers, the Dnepropetrovsk Locomotive Repair Plant (head, A. Maslak) is producing more than the prewar program. So far in 1949 the plant has achieved profits of 21 million rubles and above-plan accumulations of more than 4 million rubles. The expenditure of man-hours per unit of production has been reduced this year by 37 percent in comparison with 1940, in spite of an increased volume of repair, a result of the war. The plant has not yet been fully reconstructed. The production area and total machinery capacity are more than 20 percent below the prewar level. However, the 1940 production level was exceeded in the first quarter of 1949.

In 1940 the boiler shop of the plan replaced 15,000-20,000 anchor bolts and fastenings per month, and in September of this year it replaced 43,000.

KIEV CONSTRUCTION ADMINISTRATION REPORTS SUCCESSES -- Gudok, No 147, 9 Dec 49

During the postwar Five-Year Plan the Kiev Construction and Reconstruction Administration of "Glavpromstroy" (Main Administration of Industrial Enterprises Construction ?) has restored 101,000 square meters of production area and 35,300 square meters of living space in the Darnitsa, Kiev, and Zhmerinka railroad-car repair plants and the Shevchenko and Konotop locomotive-repair plants.

The administration completed the year plan 5 December. Productivity of labor has averaged 129 percent, and output expressed in monetary terms was 106.9 percent of the plan during 11 months.

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